



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

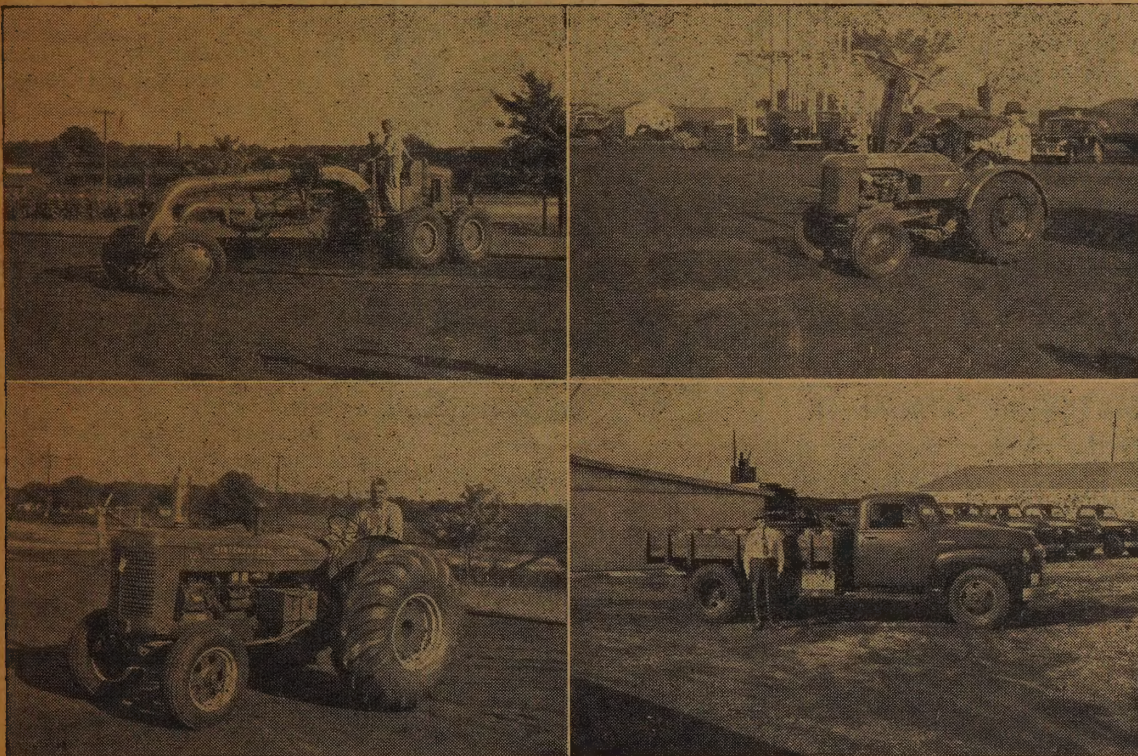
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RALEIGH, N. C.

Friday, October 24, 1947

NEW HIGHWAY EQUIPMENT



Not yet plentiful, but arriving in increasing quantities, is highway maintenance equipment of the types shown above. Equipment Engineer S. C. Austin states that shortages of machinery, although still present, are easing to a noticeable degree. The motor grader, mower, tractor and two-ton trucks above were all received at the Camp Polk equipment depot in recent weeks. They cost the State an estimated \$20,000.00. (Photo by W. K. Mingis, Prison Bureau of Identification.)

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

From all indications everyone can now settle down and enjoy the high prices without much worry of an early recession. Inflation, instead, is to take another whirl and there seem to be no prospect of deflation until late in 1948.

The ability to secure automobile and truck batteries is still bad and will no doubt be more acute as cold weather sets in. Suppliers are saying it will take 60 days to make deliveries on sizeable orders now, and they expect the situation to become worse. Anti-freeze also remains critical with no promise of early delivery.

We are continuing to have trouble securing material containing brass and copper and while the market has improved since the war, users should anticipate their needs as far in advance as possible.

(Continued on page three)

McCrary Award Entries Will Be Accepted; Nomination Deadline Set For December 1

Raleigh—With the deadline for nominations and entries set for December 1, the process of selecting a qualified recipient for the 1947 D. B. McCrary Award will begin immediately, State Highway and Public Works Commission Chairman A. H. Graham has announced.

Established in 1945, each year until 1954 the McCrary Award will go to the Highway Commission employee who, in the opinion of the award committee, has contributed most through his work to the efficiency and progress of the State Highway and Public Works Commission.

First winner of the D. B. McCrary Award was Division Mechanic J. W. "Buck" Upton of Fayetteville, and 1946 award winner was Senior Auditor Cecil L. Stearns of Raleigh. Each recipient of the award is given a personal certificate of recognition, and his name is placed on the bronze D. B. McCrary Award Plaque which

(Continued on page five)

SEPTEMBER HIGH

Raleigh—Lower than the all-time record set in August, but still the highest figure ever reached in September, traffic passing over North Carolina's highways during the past month averaged 54,441 vehicles daily, according to Statistics and Planning Engineer James S. Burch.

The September high for all previous years, Burch reported, came in 1941 when the State Highway and Public Works Commission's twenty electric eye traffic counters registered an average of 54,127 passing over the highway system each day. The figure for 1946 was 52,764.

Noting a substantial decline in September traffic volume, Burch stated that "if established patterns are followed, traffic volume will decline to a seasonal low in January or February."

Graham Speaks On N.C. Road Problems In Radio Interview

Raleigh.—Speaking over Station WPTF on October 16 in an address presented for the North Carolina Citizens' Association, State Highway and Public Works Commission Chairman A. H. Graham asserted that \$65,531,388.00 will be spent on the State's roads and highways during 1947, an increase of more than \$16,000,000 over the figure spent in 1946.

Reviewing North Carolina highway progress for his radio audience, Graham pointed out that, in North Carolina, "main roads alone comprise some 11,300 miles. Placed end to end, they would extend from Raleigh to beyond Tokyo. In fact, our highway mileage is about two-and-a-half times as long as that of the average state in the union." he stated.

"In comparison based on size and wealth, North Carolina has a road system second to none," Graham declared. "Today virtually every community is linked by improved roads to virtually every other community. Only a small percentage of rural homes are located more than a few miles from some hard surfaced road or roads."

Noting that North Carolina's highways, in many cases, are inadequate for present-day demands, Graham said that such inadequacies were being eliminated as rapidly as possible. "However," he explained, "we must remember that for the past two years and for the next two years, at least, our accent is not on primary highways but on rural roads. We must not forget that, due to war conditions, these roads, in addition to being subjected to weather, were given insufficient maintenance and inadequate resurfacing, which means that they deteriorated as topsoil washed away. By 1945 these conditions had brought about the virtual breakdown of thousands of farm-to-market roads, and threatened with imminent breakdown our rural school system and the social and economic life of our rural regions."

In conclusion, the Highway Commission Chairman summed up the needs of the primary highway system by saying that, "according to the best estimates of our engineers, it would cost the State more than \$16,000,000 more than the figure spent in 1946."

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NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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RALEIGH, N. C.

T. C. Wagstaff, *Editor*

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SPEED

A recent study of the speeds of motor vehicles operating on North Carolina's highways, compiled by Statistics and Planning Engineer James S. Burch, throws some interesting light on one of the State's more pressing problems.

The speed study, since it was conducted by engineers of the State Highway and Public Works Commission, was not for enforcement purposes but for the purpose of ascertaining certain facts vital to highway designers. The survey showed, however, that the average speed on North Carolina highways was 45 miles per hour for all vehicles, trucks and busses included.

The logical assumption is that highway engineers will have to take today's increased speeds into account in the planning of modern highways. But even more important than figuring the speed factor into highway construction is the importance of getting across to the public the effect of speed on safety.

As few people know, despite the fact that it often has been repeated, excessive speed is the major factor which causes automobile accidents. Try as they may, highway engineers cannot build a road to an absolute standard of safety so long as excessive speeds on the part of the motorist nullify all the safety precautions which the engineers have taken.

At first glance, 45 miles per

hour does not seem to be an unreasonable speed but, considering that it represents the average now prevailing on the highways, it is sufficiently high to indicate that many motorists are traveling faster than the law allows. Before he cries out for safer highways, as he has often done in the past, the motorist should look to his own speed. Highway engineers, for their part, will do all that is humanly possible in keeping with funds available and the present stage of technical advancement, to keep the highways safe.

EDITORIAL COMMENT

LINK COMPLETED

With the completion of the new State road connecting the Blue Ridge Parkway at Toe River Gap with the summit of Mount Mitchell, residents of Western North Carolina have a new mountain trip to enjoy this Fall.

Opening of the approximately five-mile link, which has been under construction since May, 1946, ties in with the recently completed paved section of the Parkway, and makes it possible for the first time to motor on a hard surfaced road all the way from Hickory to the top of the famous peak, which is the highest in Eastern America, with an elevation of 6,684 feet.

The new Mt. Mitchell link, constructed at a cost of \$231,432, is reached by the following route, from Hickory: U. S. Highway 70 to Highway No. 80, about four miles West of Marion; turn right to the intersection with the Parkway at Buck Creek; turn left on Parkway and follow it to Toe River Gap.

The total distance from Hickory to the top of Mt. Mitchell is only about seventy miles.

According to a news dispatch, the new link takes the motorist to a large paved parking lot on the Northern slope

BUMPER CROP



of the peak from which it is a walk of only about 180 yards to the summit. The parking lot itself, measuring 300 by 110 feet, has an elevation of 6,557 feet, making it the highest in Eastern America and affording a panoramic view across Cane River Valley and peaks of the Black Mountain range to the North which is excelled only by that from the summit itself.

Local residents who enjoy mountain scenery want to take this drive soon, for it is described as one which affords many thrills. The return trip can be by way of Blowing Rock, thus providing a delightful day with no retracing of the same highway.

Hickory Record.

P. T. Barnum, the great showman, was once fooled at his own game. A stranger from Vermont wrote him that he had an outstanding attraction for the famous Barnum Museum—a cherry cat. The Vermonter informed him that the price of this odd cat was \$200, payable in advance. But he guaranteed that the feline was cherry-colored as described in the letter.

The idea sounded good to Barnum and he immediately sent \$200 to the Vermont owner. In quick fashion, he received a large black cat.

Examining Tabby, he found a note attached to its neck: "I forgot to tell you that all cherries up here in Vermont are black."

Today's Chuckles

Pretty Nurse: "Doctor, every time I lean over this cat skinner to listen to his heart, his heart beats increase. What should I do?"

Doctor: "My dear, I recommend that you button up your blouse."

* * *

Mama Mosquito: "If you children are good, I'll take you to the nudist camp tonight."

* * *

Judge: "Lizz, you're charged with running around in the nude."

Lizz: "It's dis way, Jedge, when my Henry comes home drunk and wants to beat me, I pulls off my nightgown and runs out in the dark so he can't see me."

* * *

Patient (who complains of having bad dreams): "Every night I dream of a ravishing blond with a million dollars who begs me to marry her."

Psychiarist: "Very interesting, Sir, but what's bad about it?"

Patient: "Waking up."

* * *

Veteran of the South Seas: "While in the Marshalls I saw the screwiest bird. It lays square eggs and talks."

Foreman: "Oh yeah! What does it say?"

Vet: "Ouch."

* * *

Old Lady: "Doctor, were you in the war?"

Doctor: "Yes, madam, I was a naval suregon."

Old Lady: "My! My! How you young men do specialize!"

* * *

Six sailors and their lady friend were finally rescued from an island upon which they were marooned for a year. One of the sailors was relating the experience to his minister, who asked: "And was the lady chaste?"

"Boy! Was she? From one end of the island to the other."

* * *

Abe: "Mom, Momie, I just saved another dime. I ran all the way home from school behind the bus."

Mom: "Why you little fool, why didn't you run behind a taxi? We could have saved 50¢."

* * *

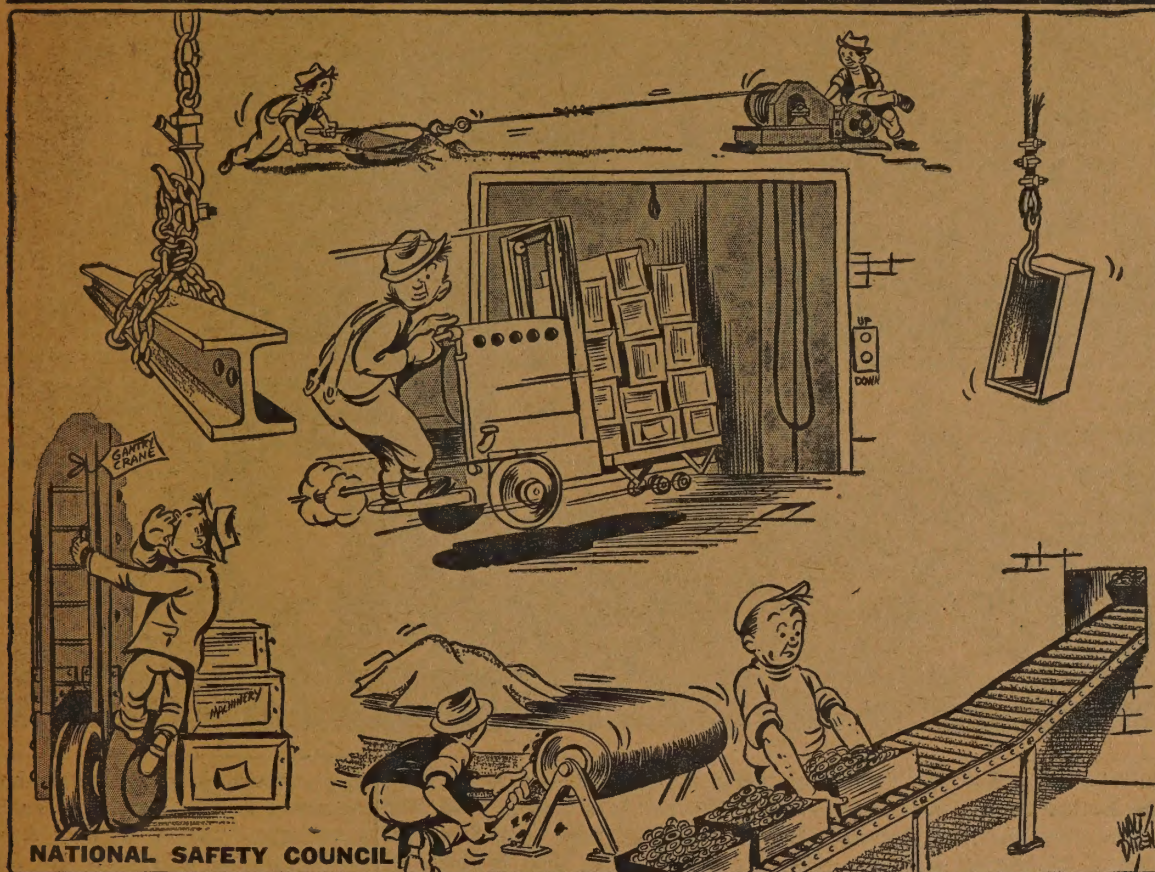
It happened in a crowded elevator. A tall woman in a short fur jacket let out a scream. A small boy directly behind her said defiantly, "I did it. It was in my face, so I bit it."

* * *

Host: "That whisky, sir, is 20 years old."

Guest: "Rather small for its age, don't you think?"

WHAT'S WRONG WITH THIS PICTURE?



NATIONAL SAFETY COUNCIL

PRICE TRENDS

(Continued from page one)

We understand from used car dealers that the used car market is somewhat off, although surplus used cars sold under sealed bids by the Commission are still bringing good prices. On October 17 thirteen used passenger cars were sold. Of these, six were 1941 chevrolts an average price of \$865.80; four were 1942 Plymouths which averaged \$889.24; two 1940 Fords averaged \$756.00, and one 1941 Ford brought \$778.76. There is still a demand for scrap iron, used steel drums and used batteries, but the demand for used tires has fallen off somewhat.

The emergency ten cent freight rate boost went into effect midnight, October 13, the revised schedule having been posted three days earlier in railway freight stations all over the nation. The boost applies to all freight except coal, coke and iron ore which take lesser increases of from 10¢ to 11¢ per ton. The interim rate relief was granted by the Interstate Commerce Commission to cover increased operating costs, pending further hearings on carriers' plea for permanent twenty-seven per cent increase in freight rate.

There is still the necessity of advertising and issuing bids for the majority of the materials required

by the Commission. This phase is in accordance with State law which must be upheld. Just last week three requisitions covering pipe were received from a single division and all were marked with "Please Rush" or similar notations. Purchases on these three requisitions will amount to several thousands of dollars. To comply with the law governing purchasing, we must get competitive bids on all materials and equipment. On purchases exceeding \$2000.00, they must be publicly advertised and bids issued for opening ten days from date of advertising. In case of dire emergencies (such as storms, etc.,) some exceptions to our regular procedure may be expected; however, such cases must be severe enough to warrant irregular handling. This is not to be misconstrued as criticism, but rather to point out a particular instance where our position is being jeopardized.

Credit the Purchasing Division of the Tennessee Valley Authority at Knoxville, Tennessee, for the following notice posted on their bulletin board. It could well be posted in every requisitioning department.

THE RUSH JOB

I am a RUSH job

Men believe me necessary—but falsely.

I rush today because I was not planned yesterday.

I demand excessive energy and concentration.

I over-ride obstacles, but at great expense.

I illustrate the old saying, "Haste Makes Waste."

My path is strewn with the evils of overtime, mistakes and disappointments.

Accuracy and quality give way to speed.

Ruthlessly I rush on.

I am a RUSH job.

GRAHAM SPEAKS

(Continued from page one)
\$200,000,000 to modernize our primary highway alone, to make them safe for modern traffic conditions."

One in a series of addresses by State officials, the Graham speech was presented in the form of an interview, with Elmer Oettinger of the Citizens' Association acting as the interviewer.

Outdoor Facts

The most valuable dust in the world is pollen. Without pollen there will be no plant life and, therefore, no animal life.

* * *

Despite the fact that they have been protected from hunters for many years, the quail in Ohio are now at their lowest population point in history.

Community Chest's Highway Soliciting Headed By Graham

Raleigh.—Headed by Chairman A. H. Graham and Administrative Assistant W. H. Rogers Jr., the State Highway and Public Works Commission's drive toward a Community Chest quota of \$1,156.00 for 1948 will be conducted from October 23 through November 4.

Captain for the drive for Raleigh and Wake County employees of the Highway Commission is Safety Director James P. Dodge, who recently released the names of his assistants, as follows: Miss Rebecca Barnhill, W. J. Brown, Miss Lela Beasley, W. G. Reaves, L. P. Denmark, Otis M. Banks, A. D. Morgan, R. G. Setzer and J. W. Taylor.

Total goal of the Raleigh and Wake County Community Chest drive this year is \$135,072.79 \$7,423 less than the quota which was set for 1947. Individual departmental quotas for the Highway Commission have been adjusted since last year, Rogers stated, and individual highway employees will be contacted by representatives of the Community Chest assigned to their respective departments or sections.

Do You Know?

1. State gasoline taxes, paid in pennies, mount up to sizable total in the course of a year. But has total state gasoline-tax income in the United States ever exceeded \$1,000,000,000 in any year?

2. How many county highway organizations in the United States are participating in the federal-aid secondary program authorized under the post-war highway legislation of 1944? Is the number closest to 1944? Is the number closest to 300; to 500; to 1,000; to 1,800; to 2,600?

3. When did the federal government first become a factor of importance in highway improvement?

4. One of the states is planning to use motor-vehicle registration plates made of brass. Do you know which state it is?

5. State highway departments have jurisdiction over 537,000 miles of rural roads, including 333,000 miles of primary state highways. On how many miles do they carry on snow-removal and ice-control operations?

6. A 2-mile mountain highway tunnel that would cost \$22,000,000 has been proposed in one of the western states. Do you know where? (From BETTER ROADS).

For the answers, see page six

Metal Shop Workers Busy On 1948 License Tags



One of the most commonly-seen products of North Carolina's Prison Industries System, which is in turn subsidiary of the State Highway and Public Works Commission, is the ordinary license tag—yet it is a product which passes often without notice.

For the officials who superintend the work of approximately 35 skilled metal workers in the prison metal shop, however, the manufacture of license tags is a matter of major importance. From midsummer until late November each year the personnel of the metal shop is occupied almost entirely with tag manufacture, with the total order for all types running to approximately 950,000 pairs of tags per year.

Tags for 1948, now on order from the Motor Vehicle Bureau, total 872,800 pairs to be used on all types of vehicles and 6,100 single plates to be used on trailers of various types. According to Senior Accounting Clerk K. B. Bailey, who makes his headquarters at the prison metal shop, the job of making new license tags this year will be finished earlier than it ever has before—at some time shortly before Thanksgiving.

The history of license tag making by North Carolina prison labor began back in 1928, according to Central Prison Warden Hugh H. Wilson, who says that in that year the license tags for 1929 were made in a small brick building located within the prison walls, but in 1941, when a unified prison in-

dustries program got underway, the license-making machinery was moved into the first floor of the Prison Industries Building. Machinery used in the manufacture of license tags is heavy and of complicated design, and requires skilled metalworkers to operate it. The 35 men who now operate the machines have received the major part of their training in the metal shop, under the supervision of Foreman L. R. Temple, who has been connected with the Prison Industries administration since 1940, except for a period of military service during World War II.

Not apparent at first glance, but nevertheless true, is the fact that a wide variety of types of license plates are made by the metal shop. Records of production for 1946 show that in that year 5,665 "H" tags for Highway Commission use were manufactured; 450 "SHP" tags for the State Highway Patrol; 6,500 "PS" tags for the North Carolina public schools; 4,700 "P" tags for public departments; 5,500 tags for use on taxis; 900 "UB" utility bus tags; 2,300 regular bus tags; 130,000 truck tags; 615,000 automobile license tags; 63,000 farm trailer tags; 3,000 commercial trailer tags; 400 interstate trailer tags; 1,400 "for hire" trailer tags; 9,500 "C-I" commercial tags; and 10,000 "Farmer" tags for farm trucks employed for personal use only.

The license tags for 1948, for the first time since 1942, will come in pairs again, instead of the single

plates used from 1944 through 1947, or the small tabs used in 1943. For each pair of tags manufactured, the prison metal shop is charging the Motor Vehicle Bureau 10 cents, as compared with the six-cent price charged last year for each single tag manufactured. Since the transactions is carried on between State departments, no actual money changes hands, and charges and payment become a matter of book-keeping only.

Manufacture of license tags in North Carolina has always been by the same process, but recently the officials of the metal shop have been considering a change-over to the so-called "permanent" aluminum type of license tags. If such a system is adopted, tags will be used for several years by vehicle operators, or until they wear out. Each year the only part of the tag to be replaced would be a tab to indicate the year. No decision on such a change has been made yet, however, prison officials point out.

Although the metal for making license tags must be purchased from commercial suppliers, the rest of the process is carried on at the metal shop. The paint which is used for coating the plates is made by the prison paint shop, located in the same building with the metal shop.

Newest project of the prison metal shop is to be the manufacture of highway signs of all types. Personnel of the shop are now engaged in installing some of the machinery to make the signs, which have previously been made at other highway

shops. Work done by metal shop personnel in the past has been in a variety of forms, ranging from the remodeling of beds to the finishing of bedside tables to be used in the State's mental institutions. Right now, the primary concern is license tags, but Foreman Temple reports that his boys are ahead of schedule, and that after Thanksgiving they will be able to turn their efforts to other types of metal work.

Safety Head Attends Congress In Chicago

Raleigh.—Officially representing the State Highway and Public Works Commission, Safety Director James P. Dodge attended the Thirty-fifth National Safety Congress held in Chicago October 6-10 and sponsored by the National Safety Council.

An estimated 10,000 delegates from all parts of the world were present for the Congress, which was reported to have been the largest meeting of its kind ever held.

Highlight of the meeting, Director Dodge reports, was an address on October 8 by Dr. Ralph W. Sockman of New York on "Values In The Safety Movement." Program features included discussion of Safety programs ranging from those encountered in industry to those which apply to highway construction work.

Drive Safely

Progress In Ninth Subject For Praise By Shelby Publisher

Shelby.—Written by Editor Lee B. Weathers and published in the October 9 issue of The Shelby Star, a story titled "Thanks To Plenty Of Hard Work—County Roads In credits the efforts of Ninth Division highway officials and employees with bringing Cleveland County out of the mud of two winters ago.

"Cleveland County was deep in the mud in the winter of 1944-45, to such an extent that schools had to suspend operation and business was handicapped, but the war was on then," Weathers begins.

"New that the war is over," he continues, "the highway department has been in high gear. Although still short on machinery, materials and technical men, the highway department is really accomplishing something in a big way. A visit to the office of Division Engineer Hugh Noell shows it to be one of the busiest places in the county. Every man is under strain, pushing so that roads will never again get impassable."

"Commissioner Max Watson of Spindale has served his district for a dozen years, knows all of the roads and their needs. From all sides an important public is pressing for more roads. Fortunately, Watson has patience and an even temper—he, Engineer Noell and other top-ranking road men, would quit and seek more peaceful pursuits."

Reviewing the recent progress on Cleveland County roads, Weathers states: "From the farm-to-market appropriation, 244 miles of roads have been soiled and surfaced in the district. Nearly 50 miles of roads have been or are being graded, paved and surfaced throughout the division from State and federal funds. During the past two years, 80 miles of asphalt paving has been done by contract entirely from State money."

"In the division, 389,966 tons of crushed stone and gravel, 538, 896 tons of sand, 47,298 yards of soil have been put on approximately 3,200 miles of county roads."

"The roads will not be perfect by any means this winter, but every effort has been made to put them in the best condition the highway department is capable of attaining in the face of shortages. Costs have, of course, increased and the available money for road construction and maintenance does not go nearly so far it did before the war."

DIVISION ROUNDUP

Fourth Division

Mr. and Mrs. C. R. Cherry are the proud parents of a baby daughter, Helen Buren Cherry who was born on September 7, 1947. Mr. Cherry is Maintenance Supervisor in District #1 located in Nashville, N. C.

Road Oil Supervisor E. L. Green has completed the stabilization and sealing of 9.85 miles of road in Nash and Wilson Counties with Bitumuls, an emulsified asphalt. This work was done on a road which runs from Sims on US 264 to Strickland's Cross Roads on NC95.

Mr. Lloyd H. Cook, Senior Party Chief, has been transferred from Henderson, N. C. to Wilson, N. C. along with the other employees under his supervision.

Mr. W. D. Snoddy, Senior Highway Inspector, has resigned to accept employment elsewhere.

Mr. W. G. Shull, Resident Engineer, and his party are doing some location work on county roads in Franklin County.

Mr. A. D. Johnson, of Bailey, N. C. who has worked in Wilson and Nash Counties for many years as Highway Section Foreman has transferred to The Landscape Department effective September 16, 1947.

The Road Oil Forces expect to complete approximately twice as much work, both new Bituminous Surface Treatment and Drag Retreatment as was done last year in this Division. A part of the Road

Oil Forces are now working on the Rock Quarry Road. They have completed the grading on about five miles of this road in Wake County and hope to complete the grading, draining, soiling and paving the early part of next Spring.

This Division is cooperating to the fullest extent with Mr. J. P. Dodge, Safety Director. Meetings are being held in each of the seven counties in this Division in an effort to bring to the employees in their respective territories the meaning and importance of safety. Meetings were held in Franklin County on September 17 and in Johnson County on October 15th. Mr. J. P. Dodge, Safety Director and Mr. H. K. Witherspoon, Compensation Officer attended the meeting in Johnston County. Future meetings will be held in Nash County on November 19, in Wake County on December 10, in Wayne County on January 21, in Wilson County on February 18 and in Vance County on March 17.

The grading work on the new dual lane highway East of Raleigh on US 64 is nearing completion. Mr. J. W. Ferguson Resident Engineer, in charge reports that the concrete paving operation on this modern highway will begin within the next week.

S. R. Livesay, Reporter

Traffic On Highways Expected To Exceed All Previous Records

Washington — With traffic congestion already a major problem, the number of motor vehicles rallying over the Nation's highways by the end of the year will break all previous records, according to figures compiled by the Public Roads Administration of the Federal Works Agency from reports submitted by State authorities.

The estimated total of motor vehicle registrations in 1947 will soar to an all-time high of 37,164,000, surpassing 1946 registrations by more than 3,218,000 and exceeding registrations in 1941, the previous peak year, by approximately 2,690,000. This represents an increase of 9½ per cent over 1946 registrations and 7-8/10 per cent over the 1941 total.

Truck registrations in 1947 will climb to an estimated 6,492,000 by the end of the year, an increase of 13.4 per cent over the 1946 total of 5,725,692 registrations, and 33.6 per cent more than the 4,859,244 trucks registered in 1941. The percentage of increase in truck registrations is higher than that in any other class of motor vehicles.

North Carolina's total motor vehicle registration, which reached 779,930 for the entire year of 1946, is expected to near the million mark by the end of 1947. North Carolina registrations through September 30 of this year total 852,597 motor vehicles of all types.

the award committee prior to December first of each year.

8. Eligible contestants may qualify by submitting in writing to the award committee prior to December first of each year suggestions, ideas, plans or criticisms, the exercise of which would promote the welfare and progress of the commission.

9. The award committee will meet quarterly or as often as is necessary to consider nominations and to promote by all means possible the trail or practice or suggestions, ideas, plans and criticisms submitted by contestants.

10. The rules governing the award may be amended by a two-thirds majority vote of the award committee.

Nominations or entries of contestants shall be addressed to Award Committee
State Highway and Public Works Commission
Raleigh, North Carolina

McCRARY AWARD

(Continued from page one)
hangs in the Commission Room. Rules for the 1947 award presentation follow:

1. There is hereby established in the State Highway and Public Works Commission by the employees an annual award for distinguished service or meritorious achievement called "the D. B. McCrary award," which shall be presented annually for ten years in his honor.

2. The award shall consist of a bronze plaque suitably designed and mounted and a framed certificate of award. The plaque engraved with the proper names and dates shall be permanently mounted in the commission room. A separate framed certificate of award shall be awarded to and become the permanent property of each recipient.

3. The award shall be presented annually by the commission, to the recipients at appropriate meetings of the commission for the years 1945 through 1945.

4. The recipients of the award shall be selected annually by an award committee composed of the chairman, the chief engineer, the counsel, the director of prisons, the auditor, the purchasing agent, the director of public relations, and three employees elected annually by the officio members of the committee.

5. Any regular employee of the commission shall be eligible for the award with the exception of department heads and division engineers.

6. The award committee shall select the annual recipient from eligible nominees or contestants who in the opinion of the majority of the committee rendered the most distinguished service or accomplished the most meritorious achievement for the welfare and progress of the commission during the year.

7. Nominations may be made by any official or employee of the commission by submitting in writing the name and service or achievement record of any eligible nominee to

Analysis Of Statewide Traffic Survey Shows Drop In Average Vehicle Speeds

Raleigh.—The average speed of all vehicles traveling North Carolina's highways, according to a survey just completed by the Highway Commission's Division of Statistics and Planning is an even 45 miles per hour—three-tenths of a mile per hour less than it was a year ago.

For the first time since the end of World War II, highway statistical engineers point out, the current speed check shows a leveling off tendency, with the average figure ascertained lower than the comparable figure reached through the last check.

As compared with the present 45-miles-per-hour speed, the average speed of vehicles on North Carolina highways last April was 45.3 miles per hour. Low point for the past few years came in October, 1945 when the average speed on the State's highways was 43.4 miles per hour.

For the speed check, 2,341 vehicles of all types, including trucks and busses, were clocked over measured courses at seven regular checking points, without knowledge of the drivers of the vehicles. The check was conducted during late September and early October, and the only vehicles clocked were those which were moving freely, unimpeded by the flow of traffic.

Results of the speed survey showed that busses were the fastest vehicles on the highways, traveling at an average speed of 50.4 miles per hour; out-of-state passenger cars were next, traveling 47.9 miles per hour; and local cars came last on the passenger vehicles list, traveling at an average of 45.8 miles per hour.

Trucks, which are subject to a 45-mile-per-hour speed limit, were found to operate at speeds higher than that limit. Of all the trucks which were checked, 53 per cent were found to be exceeding their legal speed limit. Of the total number of busses checked, 20 per cent were found to be exceeding the 55-mile-per-hour speed limit. Of out-of-state cars, 8.3 per cent were exceeding the speed limit and 7.1 per cent of local cars were traveling at more than 55 miles per hour.

Although excessive speeds were registered by the traffic engineers making the speed survey, the check was not conducted for law enforcement purposes, but to supply needed technical information for the State Highway and Public Works Commission.

Projects Listed For November 4 Letting

Raleigh.—Specifications for six North Carolina highway projects, covering 31.09 miles of roadway at an estimated cost of \$1,282,846.44, were advertised by the State Highway and Public Works Commission October 21 in preparation for the letting of November 4.

All of the projects in the November 4 letting are Federal-aid jobs, and all call for bituminous surfacing of the roads involved.

Projects in the letting are:

Federal-aid

Warren — Grading, bituminous surface treatment and structures of 7.72 miles from Vance County line east to a point 0.5 miles west of Warrenton.

Granville—Grading, bituminous surfacing and structures of 7.55 miles from intersection with N.C. 96 at Kinton Fork north to a point approximately six miles south of Virginia State line.

Catawba-Iredell — Grading, bituminous surfacing and structures of 1.93 miles on N.C. 150 from a point approximately 6,450 feet west of west end of present Catawba River Bridge, also crossing Catawba River to a point approximately 4,300 feet from east end of present bridge.

Stanly-Cabarrus — Grading, bituminous surface treatment and structures of 5.39 miles on N.C. 200 from a point approximately three miles southeast of N.C. 151 southeast to a point north of N.C. 27.

Surry—Grading and bituminous surfacing of 0.965 miles on U.S. 21 from a point one-half mile north of Elkin toward Sparta.

Wilkes-Alleghany — Grading, bituminous surfacing and structures of 7.53 miles on U.S. 21 from Thurmond to Roaring Gap.

Escapes From Prison Dropping In October

Raleigh.—Escapes from the camps of the State's prison system, as predicted earlier by prison officials, showed a decided drop in the first weeks of October, with a total of eight escapes and 10 recaptures recorded in a period of 20 days.

Decrease in the number of escapes, which hit a high of 40 during the month of August, was attributed to the approach of cooler weather and the use of smaller numbers of prisoners on road work.

Three Stars

(No Escapes)

Central Prison and all others with the exception of the following:

Two Stars

(One Escape)

Pender 307, Cherokee 1003, Pitt 210

One Star

(Two Escapes)

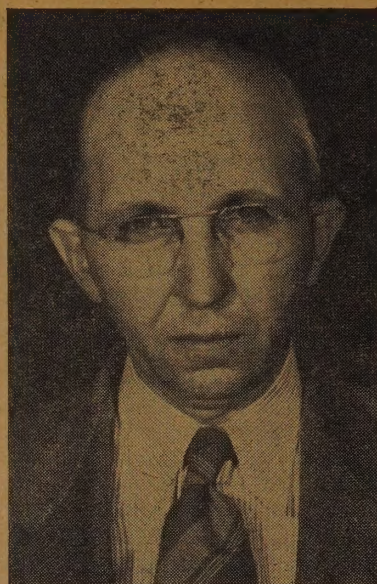
New Hanover 306

Non-Star

(More Than Two Escapes)

Sampson 308

EMPLOYEES' HEAD



Heading the North Carolina State Highway Employees Association is Assistant Division Engineer E. A. Crump of Wilson, above. Crump was elected to head the highway group at their annual convention, held in Charlotte October 3 and 4. (Photo by W. K. Mingis.)

"Do You Know" Answers

(Continued from page three)

1. Yes. Estimated state gasoline-tax income in 1946 came to \$1,025,000,000, exceeding the billion-mark for the first time.

2. According to the Public Roads Administration, more than 900 counties in 24 states have participated to some degree in the engineering work involved in the federal-aid secondary program. All the counties participating in the engineering work make surveys and prepare plans; 500 of them prepare specifications and estimates.

3. In 1806, when President Jefferson authorized the building of the Cumberland Road, also known as the Old Nation Road, by the national government.

4. Connection. The state motor-vehicle department is planning to have 90,000 brass plates made, to replace worn and damaged steel and aluminum plates, and new registrations.

5. During the winter of 1945-46, snow-removal and ice-treatment operations were carried out on 268,000 miles of state highways in 36 states. Total expenditures in the 36 states amounted to nearly \$29,000,000.

6. On the highway route crossing Snoqualmie Pass, in the state of Washington.

Woodville's Tigers Proud Of 18 Wins, One Tie In Season

Hard work and no play is the idea which many persons on the outside have of life in North Carolina's prison camps, but tain't necessarily so, according to Accounting Clerk Otis Banks.

During the summer season, Banks explained recently, officials of the Prison Department have exerted every effort to provide recreation equipment for inmates of the Camps. In most cases, he says, and he is backed up by State Penal Director Clyde O. Robinson, the prisoners have made good use of the equipment furnished them.

Sometimes Banks receives letters from his athletic proteges, and the most recent one has made him believe that the Woodville Tigers are "better than the Yankees!" The letter follows:

Hertford, N. C.
October 8th 1947

Mr. Otis M. Banks,
Principal Accounting Clerk,
Raleigh, N. C.
Dear Mr. Banks:

The Woodville Tigers, the baseball team of the Woodville Prison Camp, wish to express to you and to Mr. Kyle Matthews their sincere appreciation for the kind co-operation you have both given them during the past ball season by supplying them with the necessary equipment to play ball.

They played 26 games. They were victorious in 18 games and tied one.

They played good teams from Elizabeth City, Williamston, Gatesville, Ahoskie, Caledonia Prison Camp and others.

They desire, if space is available, to have this record printed in the paper published semi-monthly by the Highway Commission.

If you see fit they will appreciate if if you will hand this information to the editor of the Highway publication.

Very truly yours,
E. S. Fulghum,
Superintendent
Perquimans County
Prison Camp #114.

"This bed," said the antique dealer to an unbelieving prospect "belonged to my great-great-grandmother."

"Yeah? One of the beds Washington slept in, no doubt."

"Very likely, sir . . . though, of course, you'd never get grandmother to admit that."